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**Now is the Time to Sharpen Up**  
and get ready for business. I have on hand  
**1000 DOZEN FILLS**  
And am sharpening off the dozens per week,  
which is doing me well.

**The Lowest Prices.**

And will warrant these pills to my import.  
Call and see them—  
*Old Pill Record as usual.*

**JOB COLLETT - - - Exchange St.**  
nat

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**I Will Pay**  
Special attention for the water,  
HY-TO FARMER FURNISH, which needs  
overhauling and renovation.

TO THE MANUFACTURERS of power tools,  
Hand saws, Axes, Pruning Knives, &c.,  
I have at the Probate Office in said  
City, a large stock of such articles for sale  
at very low prices. The Public are invited  
to call and examine the same.

**JOHN LUTHER FAIRBANKS, Judge**  
of Probate, in and for said County.

In witness whereof, I do hereby certify:  
That the above is true and correct:

**H. S. BROWN,**  
Notary Public, in and for said County.

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**DON WHITE LEAD**  
DON WHITE LEAD and white  
lead paint, and all  
kinds of COLORED PAINTS  
AND OILS FOR SALE AT  
REASONABLE PRICES.

**Fresh Roast Coffee, Spices,**  
Candy, Nuts, Raisins, Citron, Currants,  
Litharge, Handles,  
Tobacco, Cigars, Cigarettes,  
Tobacco, Extractions,  
Etc., Etc!

And Guarantee the very best goods  
at the very lowest prices.

Boy of color and get a present!


**TEA WHITE.**  
See 19

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**HEART TROUBLES.**  
**ONE IN THREE HAVE THEM.**  
And think the Kidneys or Liver are at Fault.

**HYPERTRYPHIA**, or enlargement of the  
Ventricle, is caused by the deposit of  
**PNEUMONITIS**, or inflammation of the  
heart muscle, is caused by the deposit of  
**WATER** in the heart case, (Anomalous  
position of the heart) and can prevent  
**SUFFERING OF THE HEART** (very common)  
**PALPITATION**. See General Dispensary on page twenty  
under the heading of **HEART**, or Neuritis of the  
Heart. 2d Cause Heart trouble is due to the  
liver's action. Many cases of heart trouble  
are entirely cured by consumption in facility—  
Dr. Cassell's Malted Food is a specific. Price  
per bottle, 25 cents. Sold everywhere.

**DRAIN PIPE AND**  
**Galvanized Iron Work,**  
**29 CENTRAL STREET.**



**THE FOREIGN TRADE.**

The foregoing official table presents a very satisfactory and convincing condition of the American merchant marine employed in foreign carrying trade. While our foreign commerce has steadily increased—the value of our exports and imports in the last fiscal year having been seven times as much as it was in 1853 and more than twice as much as it was in 1860—we share of both exports and imports carried in American vessels has decreased from \$2.9 per cent in 1840 to 15.5 per cent in 1882. Of this loss 16.4 per cent was before the breaking out of the civil war in 1861; 38.3 per cent during the four years of the war; and 12.2 per cent since the close of the war. The decline experienced between 1854 and 1860 was largely recovered between 1860 and 1864; but from 1864 the decline continued until it almost stopped up to 1861, when it became so rapid and serious, in consequence of the civil war and the operations of the Confederate cruisers, that between 1861 and 1868 we lost more than one-third of our foreign carrying trade. Between 1868 and 1870 there was some temporary recovery, but a permanent improvement has been brought about by a return of vessels to

lake and river trade, the slow growth of the latter interest being fully accounted for. Some burghs have, however, been pointed out to four committees, which ought to be removed from our coastwise market, stable it to complete equal competition with common carriers on the land.

As long as wood was the material of which they were constructed, and by our ability to build vessels as cheap as other nations, so long as sailing vessels engrossed the commerce and the British government left her merchant marine to take care of itself, it is not surprising that the United States had a proud position on the ocean. We lost that position when three conditions passed away: 1st, we are no longer carrying trade and assume the place on the ocean to which we are entitled, we must make it feasible to build the kind of vessels required for the foreign trade, so that they will cost our shippers no more than they have cost to foreign owners.

**CONSTRUCTION OF VESSELS.**

If wooden sailing vessels now controlled the ocean trade as they did twenty-five years ago there would be no problem of the construction of vessels to solve the case of our building first class wooden sailing vessels as cheaply as they can be built elsewhere, as we did before the war; but the decline in the cost of building steel vessels will be used extensively in the coastwise trade, and to a restricted extent in the foreign trade, yet it is obvious that iron steamships will largely control the ocean carrying trade of the world. Year by year, as improvements have been made to the present mode of construction, they have proved more and more, until today they

commercial men, and the national importance of the end sought to be reached, ought to be given a thorough trial. It is not enough to give a ship a good contract to private shippers to build a portion of any steel warship, which it may demonstrate to be constructed for our navy, there is reason to believe that favorable results would follow.

**THE RUNNING OF VESSELS.**

As it is essential for iron and steel ships to place themselves in a position to compete for building vessels for South America and perhaps other foreign countries, your committee recommended that a drawback of 30 per cent be allowed on any imported materials of a vessel constructed in the United States for foreign account. The law as it now stands (Sec. 3103, R. S.) allows such a drawback in the case of a vessel or other article wholly constructed of imported material. As many of the materials of such a vessel as the hull, the deck, the masts, the rigging and would be preferred by the builder of a vessel for foreign account, it is wise to allow a drawback on such materials, which is partly of foreign and partly of domestic material.

The other problem which must be satisfactorily solved, relates to the successful running of American vessels in the foreign trade after they are built. After the tariff has been inaugurated which will secure to

<p>BB... Yellow Sea, per 3 mos. 12 00</p> <p>B... Yellow Sea, per 3 mos. 12 00</p> <p>BT... Yellow Sea, per 3 mos. 12 00</p> <p>C... Yellow Sea, per 3 mos. 12 00</p> <p>CH... Yellow Sea, per 3 mos. 12 00</p> <p>CL... Yellow Sea, per 3 mos. 12 00</p> <p>CM... Yellow Sea, per 3 mos. 12 00</p> <p>CN... Yellow Sea, per 3 mos. 12 00</p> <p>CO... Yellow Sea, per 3 mos. 12 00</p> <p>CP... Yellow Sea, per 3 mos. 12 00</p> <p>CQ... Yellow Sea, per 3 mos. 12 00</p> <p>CR... Yellow Sea, per 3 mos. 12 00</p> <p>CS... Yellow Sea, per 3 mos. 12 00</p> <p>CT... Yellow Sea, per 3 mos. 12 00</p> <p>CU... Yellow Sea, per 3 mos. 12 00</p> <p>CV... Yellow Sea, per 3 mos. 12 00</p> <p>CW... Yellow Sea, per 3 mos. 12 00</p> <p>CX... Yellow Sea, per 3 mos. 12 00</p> <p>CY... Yellow Sea, per 3 mos. 12 00</p> <p>CZ... Yellow Sea, per 3 mos. 12 00</p>	<p>DD... Yellow Sea, per 3 mos. 12 00</p> <p>DE... Yellow Sea, per 3 mos. 12 00</p> <p>DF... Yellow Sea, per 3 mos. 12 00</p> <p>DG... Yellow Sea, per 3 mos. 12 00</p> <p>DH... Yellow Sea, per 3 mos. 12 00</p> <p>DI... Yellow Sea, per 3 mos. 12 00</p> <p>DJ... Yellow Sea, per 3 mos. 12 00</p> <p>DK... Yellow Sea, per 3 mos. 12 00</p> <p>DL... Yellow Sea, per 3 mos. 12 00</p> <p>DM... Yellow Sea, per 3 mos. 12 00</p> <p>DN... Yellow Sea, per 3 mos. 12 00</p> <p>DO... Yellow Sea, per 3 mos. 12 00</p> <p>DP... Yellow Sea, per 3 mos. 12 00</p> <p>DQ... Yellow Sea, per 3 mos. 12 00</p> <p>DR... Yellow Sea, per 3 mos. 12 00</p> <p>DS... Yellow Sea, per 3 mos. 12 00</p> <p>DT... Yellow Sea, per 3 mos. 12 00</p> <p>DU... Yellow Sea, per 3 mos. 12 00</p> <p>DV... Yellow Sea, per 3 mos. 12 00</p> <p>DW... Yellow Sea, per 3 mos. 12 00</p> <p>DX... Yellow Sea, per 3 mos. 12 00</p> <p>DY... Yellow Sea, per 3 mos. 12 00</p> <p>DZ... Yellow Sea, per 3 mos. 12 00</p>	<p>EE... Yellow Sea, per 3 mos. 12 00</p> <p>EF... Yellow Sea, per 3 mos. 12 00</p> <p>EG... Yellow Sea, per 3 mos. 12 00</p> <p>EH... Yellow Sea, per 3 mos. 12 00</p> <p>EI... Yellow Sea, per 3 mos. 12 00</p> <p>EJ... Yellow Sea, per 3 mos. 12 00</p> <p>EK... Yellow Sea, per 3 mos. 12 00</p> <p>EL... Yellow Sea, per 3 mos. 12 00</p> <p>EM... Yellow Sea, per 3 mos. 12 00</p> <p>EN... Yellow Sea, per 3 mos. 12 00</p> <p>EO... Yellow Sea, per 3 mos. 12 00</p> <p>EP... Yellow Sea, per 3 mos. 12 00</p> <p>EQ... Yellow Sea, per 3 mos. 12 00</p> <p>ER... Yellow Sea, per 3 mos. 12 00</p> <p>ES... Yellow Sea, per 3 mos. 12 00</p> <p>ET... Yellow Sea, per 3 mos. 12 00</p> <p>EU... Yellow Sea, per 3 mos. 12 00</p> <p>EV... Yellow Sea, per 3 mos. 12 00</p> <p>EW... Yellow Sea, per 3 mos. 12 00</p> <p>EX... Yellow Sea, per 3 mos. 12 00</p> <p>EY... Yellow Sea, per 3 mos. 12 00</p> <p>EZ... Yellow Sea, per 3 mos. 12 00</p>	<p>FF... Yellow Sea, per 3 mos. 12 00</p> <p>FG... Yellow Sea, per 3 mos. 12 00</p> <p>FH... Yellow Sea, per 3 mos. 12 00</p> <p>FI... Yellow Sea, per 3 mos. 12 00</p> <p>FJ... Yellow Sea, per 3 mos. 12 00</p> <p>FK... Yellow Sea, per 3 mos. 12 00</p> <p>FL... Yellow Sea, per 3 mos. 12 00</p> <p>FM... Yellow Sea, per 3 mos. 12 00</p> <p>FN... Yellow Sea, per 3 mos. 12 00</p> <p>FO... Yellow Sea, per 3 mos. 12 00</p> <p>FP... Yellow Sea, per 3 mos. 12 00</p> <p>FQ... Yellow Sea, per 3 mos. 12 00</p> <p>FR... Yellow Sea, per 3 mos. 12 00</p> <p>FS... Yellow Sea, per 3 mos. 12 00</p> <p>FT... Yellow Sea, per 3 mos. 12 00</p> <p>FU... Yellow Sea, per 3 mos. 12 00</p> <p>FV... Yellow Sea, per 3 mos. 12 00</p> <p>FW... Yellow Sea, per 3 mos. 12 00</p> <p>FX... Yellow Sea, per 3 mos. 12 00</p> <p>FY... Yellow Sea, per 3 mos. 12 00</p> <p>FZ... Yellow Sea, per 3 mos. 12 00</p>
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Specialists in  
all articles connected with my line  
and, so, thanks to my Swedish  
and other friends.

LYNN, MAINE, writes that his  
mother is a great sufferer from  
rheumatism, indigestion, nervousness  
and loss of sleep, and that he  
wishes to know how to cure her  
of these troubles. He has been  
using Chamberlain's Colic, Cholera  
and Diarrhoea Remedy, which has  
done her much good.

LYNN, MAINE, writes: "Five  
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**HAND SATCHELS,**  
**TRAVELLING BAGS,**  
**ROBES, BLANKETS,**  
**MATS, ETC.**

A great variety of bargains at  
**C. S. LOMBARD & CO.'S**  
Harnes and Trunk Store,  
West End Kensington Bridge,  
Lancaster, Mass.

**Salesman Wanted.**  
To sell Harnes and Trunk Store on the road in the  
Eastern part of the State. Qualifications necessary,  
L. F. FORREST & CO.,  
100 N. Main Street,  
Lancaster, Mass.

**HUCKINS' SOUPS**  
Washed Figs  
J. C. NORTON & CO.'S

**CHAS. HALE & CO.'S,**  
**24 MAIN STREET.**

**TYLER'S**  
**COMBINED STEP LADDER**  
**AND ADJUSTABLE BENCH,**  
**WASH BENCH**  
**SUPPORT FOR AN IRONING BOARD.**

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